

B737NG Type Rating

"Simulator only"

Training information:

The Type Rating (TR) is an authorization that allows an airline transport pilot to perform his or her duties on a particular aircraft type.

FLEXSIM offers "Type Rating" training to enable the candidate to obtain the privileges of the B737NG aeroplane type rating, in accordance with European Regulation FCL.725.

The type rating is valid for one year. Thereafter, it shall be renewed.

FLEXSIM does not offer base training.

The training course is divided into 3 parts and followed by a flight simulator check.

Field: Type rating	Responsible: François GARBE	Seats: 2
Topic: B737NG pilot	Educational fees: Total: 15495 € /trainee VAT Non applicable	Duration: E-Learning: 60H Theoretical instruction: 60H Flight Simulator Training: 60H (Briefing & Debriefing included) Total: 180H
Certification: Yes	Funding plan: Yes	Formation training: On request
Modalities: On site	Registration contact: contact@flexsim-ato.com	

Relevant participants:

Pilots wishing to obtain a Boeing 737 NG Type Rating.

Access delays:

All our trainings are provided « on demand » depending on your availabilities, our instructors/simulators availabilities and administrative deadlines for certain trainings or fundings. (DGAC, CPF, pôle emploi...).

Educational objectives:

The objective of the training is to train the candidate to achieve the level of proficiency required to exercise the privileges of the B737NG type rating.

Part 1: Computer Based Training (60 hours)

The CBT (Computer Based Training) E-Learning provides the candidate with the basic knowledge of the aircraft for which the type rating is being performed.

CBT training is conducted online using the FLEXSIM CBT provider. The candidate obtains access to the online platform and identification information 20 days before the start of the course. At any time, the candidate may contact a FLEXSIM Instructor for additional information or questions.

The modules included in the CBT are:

- Aeroplane General
- Air Conditioning System
- APU
- Communication
- Landing gear and brake system
- Pneumatic System
- Warning System
- Air Conditioning System
- Ventilation System
- Hydraulic System
- DFCS
- Navigation
- Communication
- Fuel System
- Fire protection system
- Ice and Rain protection system
- Electrical System
- Power plant
- Flight Controls
- Flight Instruments
- Pressurization
- APU.

Part 2: Theoretical instruction (60 hours)

Theoretical instruction provides the candidate with a thorough understanding of normal, abnormal and emergency operation of aircraft systems.

Training also includes the study of critical aircraft operating systems

Theoretical instruction phase also includes:

- 50 hours presential instruction;
- 10 hours of procedures training (Cockpit Procedure Trainer/FMC.)

Part 3: Practical instruction – Simulator (60 hours)

The training phase on the flight simulator allows the candidate to acquire all the knowledge and skills necessary for the normal and abnormal operations of the aircraft system. It allows you to learn how to operate the aircraft safely and deal with emergencies.

The simulator instruction phase includes:

- 12 training hours on FTD simulator (Flight Training Devices);
- 24 training hours on FFS simulator (Full Flight Simulator);
- 4 hours of Skill Test examination FFS simulator.

Each session includes one additional Briefing hour and one additional Debriefing hour.

Requirements:

An applicant for a type rating shall comply with the following requirements and prerequisites for the issue of the relevant rating:

- Have at least 70 hours of flight experience as PIC on aeroplanes.
- Hold a multi-engine IR (A).
- Have passed the ATPL (A) theoretical knowledge examinations in accordance with Part-FCL.
- Hold a certificate of completion of an MCC Course in aeroplanes, or comply with the requirements of Part-FCL 720.A (d)(4).
- have completed and hold a certificate of completion for the training course specified in FCL.745.A (advanced) UPRT.
- Hold an ICAO English level 4 or higher.

Note: An applicant for an additional MPA type rating shall hold a valid multi-engine IR (A) and 500 hours MPA.

Program and schedule:

Generally, training takes place as follows. However, it is subject to change depending on simulator availability.

Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
CBT	CBT	CBT	CBT	CBT	OFF	OFF
Day 8	Day 9	Day 10	Day 11	Day 12	Day 13	Day 14
CBT	CBT	CBT	CBT	CBT	OFF	OFF
Day 15	Day 16	Day 17	Day 18	Day 19	Day 20	Day 21
Classroom System Review (06:00)	Classroom System Review (06:00)	Classroom System Review (06:00)	TEST System PBN Theory (06:00)	TCAS Upset Rec. Limitations Mass & Balance (06:00)	OFF	OFF
Day 22	Day 23	Day 24	Day 25	Day 26	Day 27	Day 28
Perf (06:00)	Normal Procedures (06:00)	TEST Perf Mass & Balance CPT/FMC Trainer (06:00)	Abnormal Procedures (06:00)	CPT/FMC Trai- ner (06:00)	OFF	OFF
Day 29	Day 30	Day 31	Day 32	Day 33	Day 34	Day 35
FBS Session 1 (04:00*)	FBS Session 2 (04:00*)	FBS Session 3 (04:00*)	FFS Session 1 (04:00*)	FFS Session 2 (04:00*)	OFF	OFF
Day 36	Day 37	Day 38	Day 39	Day 40	Day 41	Day 42
FFS Session 3 (04:00*)	FFS Session 4 (04:00*)	FFS Session 5 (04:00*)	OFF	Skill Test (04:00*)		

(*) +1h briefing and + 1h debriefing

Teaching, technical and other resources:

- TKI, SFI(A) or TRI(A);
- SFE(A) or TRE(A);
- Classrooms;
- Manuals, documents and paper and/or electronic check-list;
- Video projector;
- Briefing room;
- Flight simulator;
- Debriefing room.

The classroom is located **43 Avenue Robert Schuman, 94150 Rungis, France**.

The simulator used for the FBS sessions is located at **SIMAERO 26 Avenue de la Demi-Lune, 95700 Roissy-en-France, France**.

The simulator used for the FFS sessions is located at **Air France 1 Avenue du Maréchal Devaux, 91550 Paray-Vieille-Poste, France**, but this location implies additional fees (contact us).